

means for attenuating noise in a plurality of frequencies by changing the frequency response of said Helmholtz resonator responsive to changes in speed of said engine;

said means for attenuating noise in a plurality of frequencies by changing the frequency response includes at least one restricted connection which is selectively connected between said chamber and said inlet line.

Claim 4 (Currently Amended) The Helmholtz resonator of claim 3 wherein said means for attenuating noise in a plurality of frequencies by changing the frequency response further includes means for effectively changing the volume of said closed chamber connected to said inlet line via said restricted connections.

Claims 5 and 6 (Cancelled).

Claim 7 (Currently Amended) A refrigeration system having a multi-speed engine with an inlet line connected to said engine, microprocessor means for controlling the speed of said engine, the improvement comprising:

a closed chamber configured as a single dead end side branch connected to said line and defining a Helmholtz resonator continuously operatively connected to said inlet line via a restricted connection;

means for attenuating noise in a plurality of frequencies by changing the frequency response of said Helmholtz resonator responsive to changes in speed of said engine;

said means for attenuating noise in a plurality of frequencies by changing the frequency response includes at least one restricted connection which is selectively connected between said chamber and said inlet line.

Claim 8 (Currently Amended) The Helmholtz resonator of claim 7 wherein said means for attenuating noise in a plurality of frequencies by changing the

frequency response further includes means for effectively changing the volume of said closed chamber connected to said inlet line via said restricted connections.

Claim 9 (Currently Amended) A refrigeration system having a multi-speed engine with an inlet line connected to said engine, microprocessor means for controlling the speed of said engine, the improvement comprising:

a closed chamber configured as a single dead end side branch connected to said line and defining a Helmholtz resonator continuously operatively connected to said inlet line via a restricted connection;

means for attenuating noise in a plurality of frequencies by changing the frequency response of said Helmholtz resonator responsive to changes in speed of said engine; and

said means for attenuating noise in a plurality of frequencies by changing the frequency response includes a valve having only an open and a closed position.

Claim 10 (Currently Amended) The Helmholtz resonator of claim 9 wherein said means for attenuating noise in a plurality of frequencies by changing the frequency response includes means for effectively changing the volume of said closed chamber connected to said inlet line.

Claim 11 (Currently Amended) The Helmholtz resonator of claim 9 wherein said means for attenuating noise in a plurality of frequencies by changing the frequency response includes at least one restricted connection which is selectively connected between said chamber and said inlet line.

Claim 12 (Currently Amended) The Helmholtz resonator of claim 11 wherein said means for attenuating noise in a plurality of frequencies by changing the frequency response further includes means for effectively changing the volume of said closed chamber connected to said inlet line via said restricted connections.